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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

No. 15,853. 三十五年一月一日 HONGKONG, THURSDAY, FEBRUARY 11TH, 1909. 四百九十二年二月十一日 英港香港 PRICE, \$3 PER MONTH.

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[a50]

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Hongkong, 1st October, 1908. [a40-3]

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Hongkong, 29th April, 1908. [a1647]

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Hongkong, 9th May, 1907. [a374]

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Hongkong, 22nd January, 1909. [a39]

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Hongkong, 11th January, 1909. [a33]

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Hongkong, 14th November, 1908. Hongkong. [a1565]

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[a32]

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[a34]

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Hongkong, 29th January, 1909. [a35]

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Hongkong, 3rd February, 1909. [273]

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Hongkong, 24th July, 1905. [a23]

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Electric Passenger Elevator to each floor.

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Hongkong, 6th February, 1909. [29]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news item should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, FEBRUARY 11TH 1909.

The State visit of King EDWARD to Germany at the present time can hardly fail to have a tranquilising effect on the political situation in Europe. It was recently remarked in the *Frankfurter Zeitung* that the relations of England and Germany during the past few years have been often "very cool, sometimes even frosty, although" there is absolutely no cause of conflict. Even to-day when we have on the one hand Berlin's leading Liberal organ charging England with planning a European war, and on the other a conviction in the minds of many people in England that the expansion of the German navy can only mean an effort to wrest from Great Britain her naval supremacy, the tension must be regarded as considerable still. But happily on both sides of the North Sea there is a large, and, we think we can say, a growing section of the public which steadfastly refuses to be frightened by these war scares and seeks all available means of removing the misunderstandings which give rise to them. It is certain that nothing but good can be the outcome of the visit of the King and Queen to Berlin. Their Majesties have been welcomed in the German capital with no less enthusiasm than the people of London welcomed the KAISER a couple of years ago. King EDWARD's visit apparently will not be purely a Court affair. Since it was announced that His Majesty intended

to pay a visit to the German capital the representative industrial and commercial organisations have evinced the keenest desire that the KING during his visit should get into personal touch with a class in Germany which has been described as more Anglophilic in sentiment than any other section of the German population. There is a precedent for such a welcome, for it may be remembered that in 1904 when paying a State visit to the Emperor WILLIAM of Kiel the KING interrupted the Court festivities for a day and went to Hamburg where he was the guest of the business men of the city at the Stock Exchange. On the present occasion a magnificent fete which the Municipality had intended to arrange in honour of their Majesties was abandoned on the KING expressing a desire that an "informal afternoon" should be substituted to afford him an opportunity of conversing with the Councillors and others on municipal affairs. The presence of the KING and Sir CHARLES HARLINGER in Berlin provides quite recently by the German Government. The expansion of the German navy was declared to be essentially defensive, and it was further declared that Germany has no intention when the present naval programme is carried out of entering upon another programme of like dimensions. How far these defensive programmes are inspired by British political action it is difficult to say. There is evidently a wide-spread feeling in Germany that what one newspaper describes as "the perpetual thunting after alliance, ententes and understandings," which has characterised British policy in recent years has been governed by a desire to secure the isolation of Germany, and until that impression is removed the relation between the two countries would seem destined to remain "very cool and sometimes even frosty." Though no announcement of high political importance is anticipated as an outcome of the present visit, the KING's presence in Berlin at the present moment is certain to contribute not only towards improving the relations between the two peoples, but also to the improvement of those existing between all the great nations of Europe. It is a sympathetic comment on the subject when the intention of the KING to visit Germany was announced a month ago the *Frankfurter Zeitung* wrote: "No special political object need underlie the visit, but the conclusion may perhaps be drawn that if KING EDWARD anticipates a warlike collision in the near future he would hardly pay a friendly visit to the very country which Englishmen have become accustomed to consider would be England's opponent in any possible future conflict. One the contrary, it is justifiable to regard the visit, if not as an unqualified, at least to some extent as a tranquillising, sign that the existing difficulties of the European situation will soon be overcome in a peaceful manner. Furthermore, should the visit be the commencement of improved relations between the two nations most nearly concerned no one will greet such an effect more cordially than the German people." The words which fell from the KING at the State banquet on Tuesday night are explicit enough to clear the air of all doubt and suspicion concerning Great Britain's attitude towards Germany, and can hardly fail to bring about the improved relations so ardently desired on both sides.

The Bangkok Amateur Dramatic Society are playing "Lady Huntworth's Experiment" on the 22nd and 23rd inst.

The first case of plague in the Colony this year was reported yesterday. It occurred in Kowloon city.

The *Anglo-Saxon* which arrived from Singapore yesterday, brought another 29 deportees to the Colony. They will be forwarded on to China shortly.

Nine pullers of private rishas were charged before Mr. J. R. Wood at the Magistracy yesterday with leaving their vehicles in public streets, and were fined \$3 each.

Brigadier General Clarence Edwards of the Bureau of Insular Affairs, urges Congress to pass the measure recommended by him and by the Secretary of War, giving pensions to certain classes of employees of the Philippine government. General Edwards made a masterly statement of the matter to Congress and both by writing and orally begged the members to pass the bill at once. The Bill applies only to officers receiving for ten or more years service at the time of retirement an annual salary of not less than 6,000 pesos.

The P. & O. Company has subscribed five hundred guineas to the Mission House fund for the relief of the Messina sufferers, and the Hongkong and Shanghai Bank has given a hundred guineas.

The Ministering Children's League party, which was arranged to take place at St. Paul's College this afternoon, is indefinitely postponed.

The *Aladdin's Lamp* may this time be described as a special race number and is in all respects an improvement on the first number. Its most interesting feature is the reproduction of a series of sketches of Hongkong racing half a century ago.

There will be a new series of pictures commencing at the Alexandra Cinematograph to-night, and a good programme is announced. The films include a Chinese view illustrating a trip on the Imperial Canal, a biblical study dealing with the life of Samson, and several other pictures of a humorous and interesting nature.

Captain James Home of the *Hong Bee* has been fined \$500 at Singapore for being the Captain of a vessel used for importing opium into the Colony. The evidence for the Farm showed that twenty-two tins of Amoy opium valued at \$624, were found hidden in the vessel near the engine room. The opium was confiscated by the Farmer.

The *Hanoi* newspapers contain reports of a memorial service held in the Cathedral at Haiphong on the 30th ult. for the repose of the soul of M. Pierre Marty, who died at Hongkong on the 22nd ult. Mass was celebrated by Monsignor Arollano, assisted by his Curate. The Cathedral was draped in black and a large catafalque stood in the centre of the nave. All the notabilities of the town were present including many ladies.

The man who murdered his wife recently on board a French mail steamer, between Singapore and Saigon was named Massol and is described in the Indo-China papers as being honourably known in Cambodge where he had resided for ten years. He was manager of a cotton factory at Kaoch-Kandal. He appears to have fired five shots from his revolver at the unfortunate young woman four causing fatal wounds in the head. They had been married four years, and there are three children of the marriage.

The ingenuity of the Chinese opium smuggler is great. On the arrival of the *Palat* recently at Bangkok the Customs officials found 87 tins of opium on the person of a Chinese. The opium was very cleverly concealed in a sun-topee, the lining of which had been removed, and fitted with tin. By unscrewing the top of the topee, the opium could be extracted. When the *Loosok* arrived in Bangkok the same day the officers handed over to the Customs officials 279 tins of opium which they had found on board.

The remains of Constable Tyrrell of the Naval Yard Police, which were found at North Point on Tuesday, were interred at the Happy Valley Cemetery yesterday morning. The funeral of the unfortunate constable was followed by a large number of his comrades in uniform, as well as by numerous sailors and soldiers. Commodore Lyon was present and the funeral service was conducted by the Rev. M. Longridge, Naval Chaplain.

A bill providing for the re-establishment in the Philippines of the insular lottery as conducted under the Spanish regime, is now in preparation by one of the members of the Assembly. It is claimed for this bill that it will produce for the insular treasury more funds than any law on the statutes barring the internal revenue act. This is claimed for it in view of the fact that the income from that source in 1897, the last year of its operation, was \$5,431,012 Mexican currency of which \$1,347,743, or 25 per cent, went to the insular government, the rest being expended in the cost of operation and the prizes distributed to the winners.

The following regulations made by His Majesty's Minister and declared to be urgent have been published under the authority of Article 15 of the China and Korea Order in Council, 1904—1—On and after January 1st, 1909, any British subject importing into China morphine or instruments for the injection of morphine except in accordance with the conditions laid down in Article XI of the Treaty of Sept. 5th, 1902, for the importation of morphine or any British subject manufacturing in China morphine or instruments for the injection of morphine shall, on conviction, be liable to a fine not exceeding £50, or to imprisonment for any term not exceeding three months, or to both such punishments, and the morphine and the instruments for the injection of morphine may be declared to be forfeited. 2—These Regulations may be cited as "The Morphine Prohibition Regulation."

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THE HONGKONG DAILY PRESS, THURSDAY, FEBRUARY 11TH, 1909.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE MOROCCAN QUESTION
SETTLED.

LONDON, February 9th.

The Franco-German agreement with regard to Morocco, signed in Berlin to-day, concedes to France predominant political interest in Morocco and secures to Germany commercial and industrial equality.

THE ROYAL PROCESSION IN BERLIN.

AN ALARMING INCIDENT.

LONDON, February 9th.

In the royal procession through the streets of Berlin to-day the horses of the carriage in which Their Majesties the Empress of Germany and Queen Alexandra were riding were frightened by the Bands and the cheering of the crowds. They reared and jibbed and finally fell.

Their Majesties changed into another carriage.

THE ROYAL VISIT TO BERLIN.

SPEECHES BY THE KING AND KAISER.

LONDON, February 10th.

At the State banquet held at Berlin in honour of Their Majesties King Edward and Queen Alexandra, the Kaiser said the whole Empire regarded the visit of Their Majesties as a token of friendly sentiments and a new pledge of the peaceful and friendly development of Anglo-German relations. His Majesty expressed himself as confident that the visit would contribute to the preservation of peace.

King Edward, in reply, reciprocated these sentiments and said the visit aimed not only at demonstrating to the world the close ties of relationship between the two Houses, but the strengthening of the friendly relations between the two countries, and thus the preservation of the general peace.

FROM THE "CHUNG NGOI SAN PO".

CHINESE OFFICIAL CHANGES.

PEKING, February 10th.

It is officially announced that the Presidency of the Board of Communications is to be filled by Shu Shih Chang, the present Viceroy of the Manchu Provinces.

He will be succeeded by Sik Liang, Viceroy of the provinces of Yunnan and Kweichow.

The Viceroyship of these provinces will be filled by Li King Hi, a son of the late Li Hung Chang, and formerly governor of Kwangtung.

HARVESTON'S CIRCUS.

The advice not to be afraid of the rain was taken last night by a large crowd, who enjoyed to the full the programme at Harston's circus. To-night there will be a complimentary benefit tendered to Mr. William Schultz, who will again attempt to loop the open loop, but the attraction on Friday night is supplied by the daring of a well known local gentleman who will enter the den of tigers accompanied by their trainer.

SECRET TORPEDO LOST.

REMARKABLE STORY CIRCULATED.

The Standard says:—A rigorous search is going forward in the English Channel to recover a lost torpedo of great power. The pattern is one of the very latest, practically a secret, and is 21 in. type, with the enormous range of 7,000 yards. As the torpedo is of a new design the efforts of the naval authorities are directed with the utmost vigour towards its recovery. Divers have gone down of Portland, where the torpedo was lost, one torpedo was brought to the surface, but proved to be an old pattern which went astray some months ago.

The lost torpedo is the much-talked-of invention of Engineer-Lieutenant S. Hardcastle, and belongs to the Vernon School. Many experiments have been made with it, and all the experts are of opinion that it is a formidable destroyer. It travels 2,000 yards further than any other pattern, and has an average speed of thirty-one knots, which is sufficient to upset ordinary gunnery calculations. Such torpedo work at long range would revolutionise naval warfare, and the Admiralty are certain that the Hardcastle invention will succeed.

CHINESE OPIUM STATISTICS.

AN INTERESTING COMPARISON.

In our leading article on Tuesday attention was incidentally drawn to some statistics of the cultivation of opium in China which were contained in a Memorial to the Throne and published by Imperial rescript in October last year. These statistics represented the total production of Chinese opium to be but two or three times as large as the foreign import, while in the opinion of the British Opium Merchants the native production is from eight to ten times as much. The notorious unreliability of Chinese statistics was mentioned in the article, and as evidence of this our attention has been drawn to other statistics, which must necessarily have been obtained by the British Legation from Chinese official sources and we give below in parallel columns two returns in piculs for the year 1906—the one taken from the Rescript above referred to, the other from a Report on the Opium Question in China (No. 1 of 1908) laid before Parliament last February.

Province.	Imperial Rescript Report.	British Report.
Manchuria	10,940	15,000
Chihi	3,570	10,000
Kansu	7,988	5,000
Shensi	9,666	5,000
Shantung	6,863	10,000
Shensi	10,815	10,000
Kiangsu	9,019	5,000
Szechuan	57,463	200,000
Hupel	1,293	4,000
Anhui	4,048	3,000
Yunnan	7,923	30,000</

THE MANILA CARNIVAL.

[FROM OUR SPECIAL CORRESPONDENT.]

MANILA, February 5th.

The great event of the Carnival took place last night with the Carnival Ball and the coronation of the Queen of the Orient and the Queen of the Orient. The large auditorium, specially constructed for this great event and reserved for it, was opened to a dense crowd of costumed and masked people. Such a massing of colour it would be difficult to imagine, unless it were seen. Every conceivable hue was in evidence and everybody who had come under the influence of the Carnival spirit contributed their little quota to making the gathering the scene of brilliance and the remarkable spectacular effect that it was. All sorts of costumes were worn. Some indicated no little artistic sense, others betokened patient work and considerable skill, while others were creations of splendour. Bands discoursed selections to while away the time pending the decision as to who were to fill the thrones, and excitement became intense when two little girls were taken by the hand and led to the place where they drew lots. Fortune favoured Miss Helen Dorrington as the Queen of the Orient and Miss Julia Agcaoll as Queen of the Orient. The curtains were then withdrawn, disclosing to view the courts of the two queens. The high priest placed the crown on the royal heads and amid the applause of the great assembly the ladies ascended the thrones. Homage was rendered them by their courtiers and the ball was opened by the queens and their attendants leading in the Grand March. Then joy was unconfined. The dance proceeded with vigour and the fun became general. Confetti was thrown with all the usual humorous accompaniments and nothing seemed to be lacking in the general happiness.

Yesterday the visiting Prussians were entertained to dinner by Mr. Galo, one of the directors, and among his guests were His Excellency the Governor and the leading officials of the Government. The pleasures of the table were much enhanced by the agreeable company and sociability of all present and the result certainly was to make those who sat down together visitors and residents, better acquainted and with better impressions of each other.

To-day the frivolity was maintained with as much enthusiasm as was evinced on the opening day, a fact which is in itself a striking indication of the endurance of the American constitution. The crowds thronging the Carnival city are just as large and as gay as those we have witnessed every day, and if appearances are to be trusted there is not likely to be any falling off before the official closing of the great fete. The Hongkong visitors are not finding time hang heavily upon their hands. They are being shown the sights of the city and there are always plenty of cerebrations to show them the lions. Those who found their way to the Observatory were well repaid for the trouble by the instructive explanations of the reverend assistant director while those who visited either of the cigar factories will not soon forget the courtesy they received or the generosity heaped upon them, particularly at the Germinia factory. Mr. M. A. Clarke, Manila's most enterprising citizen, is particularly attentive to the visiting journalists and he has placed his automobile at their disposal, thereby enabling them to see much of the beautiful surroundings of the city.

The surprise of the day in sport was the defeat of Captain Beasley and Lieutenant White in the tennis doubles. They were expected to win. They undoubtedly play better tennis than their opponents but somehow the issue went against them, Izard and Gee beating them on the last set, after a strenuous tussle. The figures were 1-6, 6-2, 8-6. Brierley and Brya are now left to uphold the Hongkong reputation. Andrews, the sprinter, came up to expectations to-night at the Hippodrome. In the half mile race his chief rival was, of course, the coloured soldier George Washington, who matched the honours from him two evenings ago in the quarter mile race. The five starters set off at a moderate pace. Andrews allowed the coon to show the way twice round. In the third round the Hongkong man put on a little spurt and passed Washington. This had the desired effect of frightening the coon into dashing off. Andrews held him and then in the last lap shot ahead at great speed and distanced the other by about ten yards. Washington sprinted for all he was worth but could not reduce the margin by less than two yards and the British soldier won comfortably. The victory was greatly applauded and a graceful compliment was paid by the band striking up the British National Anthem. Tomorrow (Saturday) night the two men will run a quarter mile for a cup valued at 500 Pesos presented by the military officers.

MANILA, 6th February.

HONGKONG'S SUCCESS.

The event which set the city a-talking was the visiting journalists taking over the *Manila Times* and producing a British edition. The make-up was completely altered. Advertisements appeared on the front page and the news was set up without the "scare headings" so common in American journals. The visiting pressmen recorded their impressions of the city, wrote up interviews which they had obtained with men of the moment, including the Governor and introduced several new features. The innovation was greatly appreciated and the publishers were sold out before evening. In an editorial the *Cablenews* expressed a liking for the British style but declared it would not do in Manila.

His Excellency the Governor General invited the Hon. Mr. Hewett, the visiting and Manila pressmen and several local gentlemen to visit his official residence. After the visitors had enjoyed His Excellency's hospitality they were shown over the beautiful old Spanish house, admiring to the full the fine floors and furniture and the many works of art which it contained. The committee decided to instruct the city engineers to select a special site for Chinese funerals.

Great interest in the evening centred in the 440 yards race to be run between Andrews of Hongkong and Washington, the Philippines champion, for a cup subscribed for by the military officers. It was feared that the heavy rain during the day would have spoiled the track but the good time made in the preliminary events showed that its state was satisfactory. When the struggle between the champions was announced the vast assembly cheered heartily. Both men got off well. The coloured man made the pace and seemed determined to run all he knew from the start, but Andrews kept him well in hand. On coming into the straight the coon had a lead of six or eight yards. It looked as if the British had let him get too far ahead but with a magnificent sprint he quickly reduced the distance and dashed to the tape with a yard to spare. The enthusiasm of the crowd was boundless. While the band played the British National Anthem, visitors carried the visitors' shield high to the front of the royal box. Andrews thus brings to Hongkong two cups for this race a gold medal for the half mile race and a silver medal for being second in the first quarter mile race.

7th February.

In the morning the postponed cricket match was played, and as was to be expected, resulted in an easy win for the visitors by 175 to 50. They, however, fared badly at polo in the afternoon, being beaten by eight goals to nil. It has to be remembered that the Hongkong men were at a disadvantage in riding horses which were bigger and speedier than those which they are accustomed to ride.

A parade of motor cars, showing original floral designs and some very beautiful effects, took place in the afternoon. After this the crowds making their way to the Carnival were more numerous than at any other time during the week. The Luneta was one mass of animation, motor cars, carriages and pedestrians completely filling every approach to the Carnival City.

At night a concert, in which the massed bands took part, appealed to the music loving portion of the community, while the frolics out-side attracted others.

To-night we bade adieu to Manila and its hospitable citizens, and we boarded the *Zefiro* feeling that the visit had helped to create a better understanding between Hongkong and Manila.

Another masked ball took place on Monday night and the Carnival closed on Tuesday with an extravaganza of all the fun and frolic which had reigned throughout the eight days and nights.

TARIFF REFORM.

MR. CHAMBERLAIN'S MESSAGE.

The January issue of "Monthly Notes on Tariff Reform," published by the Tariff Reform League, contains a "New Year's Message" from Mr. J. Chamberlain, who writes:

"It seems likely that the year 1909 will not pass away without a dissolution of Parliament, and it behoves Tariff Reformers everywhere to take stock of the present situation and to decide on their action in any circumstances. The progress made has been very satisfactory, and it is possible that a General Election may lead to a change of Government. The present administration of the country has been given a mandate, it is evident that they overrated their powers.

Last Saturday's matches were productive of fairly big scores all round. The R.G.A. team had little difficulty in beating Craigengower, Fuller 65 not out, Capt. Garnett 34, and Lt. Chapman 31, were the first men to bat and they gave their opponents a rare lot of leather hunting. The Craigengower ground lends itself to this kind of amusement very well. Fuller's score was a fine one, and should he continue to improve as he has been doing, he would be well worth his place in an inter-club team. None of the bowlers came out with a particularly good average. For the losing side Hancock's 31 was the best effort.

As might have been expected, the "A" team gave the Police a lot of leather hunting and won by 137 runs. Among a number of good scores Turner's 78 retired and Lanning's 38 retired were the best, and for the losing side Edward's 33 was the only score of any note. It was interesting to read of the disposal of the "A" team's batsmen—three were stumped, two out l.b.w., one hit wicket and two retired. Not often do we see such a bunch of incidents in one speech success.

"Meantime the Government must choose between the adoption of our policy, which they scorned when we offered it to them, and the humiliation which attends their continued clinging to office without power. We must pursue without ceasing our effort to educate the people and be prepared to table our practical proposals the moment the opportunity arises."

The work already done by the Tariff Commission provided us with the necessary information on the subject of our widespread commerce and has given us the materials for a really scientific tariff, which, we have reason to hope will ensure more employment for the people and more markets for all our producers, both manufacturers and workpeople. The people of this country will expect an immediate answer to their demands, and we must be ready to meet them as soon as the principle of Tariff Reform is finally adopted by the electors.

FIREWORKS AT A FUNERAL.

OBJECTIONS TO CHINESE RITES AT LIVERPOOL.

Some strange rites performed at Chinese funerals in Anfield Cemetery, Liverpool, are described in a report from the city engineer, which was submitted to the Liverpool Burials Committee.

In one case the mourners, it was stated, assembled round the graves and after burning matches poured into it a quantity of whisky. Food and fruit were then placed in the grave, and a series of incantations were chanted.

In another case a heap of paper was placed at the foot of the grave and set on fire. Articles were arranged on the grave, and a fusillade of fireworks concluded the ceremony.

The objection to the ceremonial lay chiefly in the litter of burnt paper which was left scattered around and in the noise made by the fireworks.

It was explained that in the second case the Chinaman had married an English wife who belonged to the Church of England. She bought a grave in consecrated ground, and her husband had been buried according to the Church of England ceremonial. His friends afterwards performed their own rites.

The committee decided to instruct the city engineers to select a special site for Chinese funerals.

LOCAL SPORT.

CRICKET.

The league competition is gradually drawing to a close. At the present stage it looks like an easy win for the Hongkong Club's "B" team, with the Civil Service and "A" team running close for secondary honours. As I predicted in the earlier stages the Club teams, having the Navy and Infantry Regiment to pick from, had a distinct advantage over the other teams, and it is only natural with such a field to choose from that they should come out on top.

The next best side, in my opinion, is the Civil Service, and there again we have a Club with a fairly large number to choose from. Coming down the ladder we get to the Telegraphs. In a former issue I admired their pluck in making a cricket team out of a total membership of fifteen: so now do I have to congratulate them in coming up so well in the competition.

Lower again we have the Military teams. Here let me confess to a disappointment. The Artillerymen are much too low in the league ladder considering the number of players on which they can draw. The fault lies probably with these officers who have, on several occasions, played friendly matches on the Club ground, instead of turning up for the league matches at the Valley. The Buffs, we know, had their nomination thrown out because of their inability to appoint a representative on the Committee to arrange matches. On the other hand there have been many opportunities of arranging friendly matches of which advantage has not been taken. The Royal Engineers are again in a bad position, but they are certainly a stronger team this year than last, and we may account for their position by the fact that league cricket has this year attained a much higher standard than previously. The Craigengower team are lower down this year than in any previous competition, and the reason is to be found in the fact that, while other clubs are improving by introducing new blood, they are practically at a standstill. To my mind the most disappointing team is the Kowloon.

They started the season with a great blare of trumpets, and wanted to emulate the Hongkong Club by entering two league teams. Considering the poor show their one team has made, it is evident that they overrated their powers.

The Police team have won only two matches, and it is doubtful if they will win any more. They are hardly strong enough for league cricket and if they want to win matches they will have to get some new blood.

Perhaps the most striking fact about the shipbuilding statistics issued by Lloyd's Register is the relative maintenance of the foreign output during the shipbuilding "slump." The production in the United Kingdom fell from 1,607,690 tons in 1907 to 929,669 tons in 1908. On the other hand, the foreign and Colonial production declined in the same period from 1,701,928 tons to 903,617 tons. Our output, that is to say, fell off by 678,000 tons, and by 265,000 tons, with the result that the foreign and Colonial output was in amount practically on all fours with our own. For years past we have been accustomed to a condition of things under which the preponderating contribution of new ships has come from British yards. We are now, apparently, in danger of losing that pre-eminence. The curious thing is that, all the same, the proportion of our output intended for abroad was 40 per cent last year, as against 34 per cent in 1907.

It looks, therefore, as though foreign nations had been adding to their merchant fleets at a far more rapid rate than we have, and this is a point of quite exceptional disappointment in the shipping trade. The explanation is, in part, that several European countries which have not hitherto been in the front rank of the maritime nations are now bent on owning a greater share of the world's shipping. Some of them are steadily going out of sail, tonnage which is quite unfashionable to-day, and are acquiring steamships in substitution. The foreign figures are also swollen by the construction of a great amount of tonnage in the United States, which is intended for the Great Lakes, and which really ought not to come into the ocean reckoning at all. The British Colonies did not last year quite keep up their output, but they were the best of the outside customers of United Kingdom yards. Yet the tonnage which we constructed for them goes to swell the foreign and Colonial total.

It is necessary, of course, to take into account the annual wastage of shipping. Vessels are wrecked or are broken up as they become worn out. Hence, when the world's shipbuilding is at a standstill, with a view of finding out the precise position, it is found that on balance there were just about a million tons more effect at the end of the year as compared with the close of 1907. Of that extra tonnage British owners held just about half. The better half of the shipowner being that there are still too many vessels afloat, the added tonnage, moderate as it is, is compared with that of previous years, is sufficient to emphasize the current depression.

Nowadays it by no means follows that a ship has attained any very great age because she is fit for the scrap-heap. While still relatively young in years, she may become useless as an income-earner. Messrs. Miss and Co. say it is impossible to disguise the fact that at least one million tons of shipping is good for no other purpose than for breaking up, and that the sooner those interested face the truth that such tonnage can probably never be worked again at a profit the sooner will profits improve.

"Already," they remark, "ship-breaking has become an important industry at home and abroad, and is rapidly increasing." Apparently Herr Böllin was not so very far from the mark when he argued that a policy of breaking up had a good deal to recommend it. Unfortunately, however, it too frequently happens that tonnage which ought to go to the ship-breakers is in the hands of people who are not in a position to send it. Their shipowners may be dead, or their owners may be unable to sell their boats going.

In his annual review, Mr. John White suggests that the decline in the value of shipping is not disproportionate to that which has previously occurred in such securities as Consols, American stocks, and mining shares. Indeed, he goes so far as to say that shipping investments will, from the point of view of depreciation, compare favourably with other industrial investments. A less favourable view of the situation is apparently taken by Messrs. H. E. Moore and Co., for in their steamship circular they not only describe the recent depression as having been beyond contemplation, but state that steamers not many years old have been sold at about half their original cost, a few years ago at £25,000 to £50,000, can, it is stated, be built to-day for £35,000 and other sizes in proportion. So short of work as they are offering, steamers will continue for some time to come.

Another trick of the trade is to alter the fashions incessantly and so thoroughly that all the dresses of the last fashion have to be thrown away, and cannot be adapted to the new. The Italian association will have real artists to design dresses, instead of dreamers, and a fashion house established will continue for some time. Moreover, its members will not insist upon all women being dressed alike, re-

SHIPPING NOTES.

The owners of the *Ibari-maru* which was recently sunk at Yokohama after collision with the French mail steamer *Sydney* are bringing an action against the Messageries Maritimes claiming damages for the sinking of their steamer. Japanese officials examined members of the *Sydney*'s crew before the vessel left Yokohama for the purpose of preserving evidence.

We learn from Japan papers that four Japanese steamers were aground at the end of January. The *Tsijo-maru* went aground in a storm, but passengers and crew as well as cargo were safe. On the same day the N.Y.K. steamer *Higo-maru* went ashore at Amori. A steamer of 3,222 tons called the *Hokuto-maru* was ashore off Formosa, and the *Santo-maru* was ashore in Taichow Bay, South China.

The steamer *Netherton*, which has been lying anchored off Singapore for two years past, has at last been sold to a buyer at home. It will be remembered that the *Netherton* was badly damaged by a fire which broke out in her cargo of oil at Pulo Sembilan and she arrived here in a practically gutted as to the fore part of the vessel.

There was a narrow escape from disaster at the launching of the N.Y.K. steamer *Kitanomaru* at Nagasaki recently. The *Tenyo-maru* had been allowed to enter the harbour and approach her moorings just as the *Kitanomaru* was being built. It will be the last word in luxury and magnificence, and the contrivances for saving labour and for adding to the comfort of passengers are in themselves remarkable. The hotel will have sixteen stories and will cost 2,000,000 dollars (£400,000).

ADVANTAGE OF BEING DARK-HAIRED.

Mr. M. D. Hill, the science master at Elton, whose anthropometric records, including those of hair and eye tints, have been discussed by the headmaster's conference at the Guildhall, says that in great towns and congested centres of population there is a growing preponderance of dark-haired people, fair hair being found more and more in the sparsely populated rural districts. "The inevitable conclusion is," he said to the representative of a morning paper, "that the dark-haired people possess a greater vitality than those whose hair is blonde. While the fair-haired portion of the race are and dies in the densely crowded centres of population, the dark people, being more wiry, are able to live on unharmed."

THE "BOOK OF PROVERBS" AND SUCCESS.

"How it was that so many Scotsmen who had only enjoyed the most meagre advantages as regarded fortune in their youth managed to succeed so remarkably in life, was a problem that interested a late Professor John Stuart Blackie," says the *Penny Magazine*. "There was one thing to which he was led to ascribe a large amount of the success he had been investigating. Other facts had, no doubt, contributed to helping forward those conquerors in life's battles: but among them all he gave a foremost place to the fact that these successful ones had been largely brought up on the 'Book of Proverbs.' When Blackie was young the 'Book of Proverbs' was a favourite literary morsel in poor houses in Scotland."

PEBBE'S FAMILY PEW.

Lord Carrington, speaking at the opening of a new elementary school at High Wycombe, said that when as a boy he used to go to the parish church at Wycombe the children of the school were put on benches one above the other during service, and in front of them was a man with a very long stick—like a fishing-rod. The service was enlivened by occasional runs of the unfortunate children of the school, and almost invariably there followed a piercing howl. He used to congratulate himself in these days upon going into a curious wooden construction, in which he and the members of his family used to be suspended, like Mahomet's collar, between heaven and earth! He was pleased to be in that fairy-like purp, and not to be with the children who had to undergo the discipline he had mentioned.

LATEST ARCHITECTURAL NOVELTY IN NEW YORK.

The latest architectural sensation in New York has been provided by Mr. George C. Boldt, the proprietor of the Waldorf-Astoria, who has constructed a main wall of plate glass in a new suite of four rooms.

The suite is on the second floor, near the royal apartments, and through the plate glass which forms the eastern wall it is possible to obtain a fine view of Fifth-avenue. Only one main wall in the suite is of glass. The others are covered with tapestry. At one end of the suite there is a morning room, one wall of which opens into the sitting-room, the other two walls of which are made of glass. A door leads directly from this room to the corridor outside, so that waiters who serve meals in the suite need not be seen by the occupants as they bring in or take out dishes. Two of the rooms are bedrooms. There is a telephone in each room. The furniture is of Circassian walnut, and the decorations are principally in pink, gold, and white.

WHAT THE MAGISTRATE SAW.

An amusing incident occurred at Newington last month during the hearing of a charge of unlawfully possessing a jewelled agate against Robert Smith, a tinsmith, and Daniel Sullivan, a labourer.

When arrested at two o'clock in the morning they were found to have in their possession besides the jewelled some innocent-looking small photograph frames.

One of these was handed to Mr. Wallace, K.C., the chairman, and the prisoner Smith said: "If you breathe me in my face, you'll see a novelty."

The chairman breathed as directed, and watched the glass closely. A smile spread over his face as he murmured: "I see something."

The photo frames are retailled at a penny by gutter merchants, and the result of breathing on the glass is the appearance of a long-eared animal.

The chairman, in the course of his summing up, referred to the frame, and said: "You are exposed to see your own face, if you breathe the glass. But it is a doubtful face," he added.

The men were found guilty, and Sullivan, who had 14 previous convictions, was sentenced to 18 months' hard labour,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant, respectively.

Hongkong, 11th February, 1909. [310]

HONGKONG CLUB.

NOTICE.

APPLICATI0NS will be received by the Undersigned up to the 31st March, 1909, for the Post of ACTING STEWARD to the above Club for six months from the 1st May, 1909.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, 11th February, 1909. [315]

WANTED.

EITEL'S CANTONESE DICTIONARY. Please state price and condition.

KELLY & WALSH, LTD.

Hongkong, 11th February, 1909. [316]

HONGKONG ICE COMPANY, LTD.

IT IS HEREBY NOTIFIED that on and after the 1st March, the Selling Price of Ice will be REDUCED to ONE CENT per pound.

JARDINE, MATHESON & CO., LTD.

General Managers,

Hongkong Ice Company, Ltd.

Hongkong, 11th February, 1909. [311]

RACE NUMBER

THE KALEIDOSCOPE

(TOM SWABY'S MAGAZINE)

ON SALE EVERYWHERE,

or from

14, ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1909. [312]

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamer

"GREGORY APCAR."

Captain S. H. Bolen, will be despatched for the above Ports on THURSDAY, the 18th Feb., at Noon.

This Steamer has superior accommodation for Passengers, is fitted throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.

Agents.

Hongkong, 11th February, 1909. [313]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. "BENGLOE,"

FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th February, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th February, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th February, at 9 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th February, 1909. [309]

CATHEDRAL CHOIR

CONCERT

TO-MORROW (FRIDAY),

FEBRUARY 12TH.

Hongkong, 10th February, 1909. [306]

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

NOTICE.

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD. Hereby Give Notice that under Section 7 of Ordinance, No 10, of 1902, they intend to apply to His Excellency the Governor in Council for permission to construct and maintain a loop 112 yards in length—commencing at the junction of Connaught Road West and Des Voeux Road West, thence proceeding along Connaught Road West in an Easterly direction to Hill Road, thence in a Southerly direction along Hill Road West to Des Voeux Road West and terminating in Des Voeux Road West at a point near the South West corner of Marine Lot No. 239, the whole being so arranged as to facilitate the transfer of the Cars from the West-bound line to the East-bound line without proceeding to the existing terminal loop at Kennedy Town.

J. GRAY SCOTT,

General Manager.

Hongkong, 8th February, 1909. [297]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors.

J. R. M. SMITH,
Chief Manager.

Hongkong, 9th February, 1909. [302]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED on TUESDAY, the 9th instant to SATURDAY, the 20th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH,
Chief Manager.

Hongkong, 5th February, 1909. [290]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd February, 1909, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE,
Secretary.

Hongkong, 23rd January, 1909. [247]

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

SHARE CERTIFICATE No. 4/448 representing 8 Shares of THE YANGTSZE INSURANCE ASSOCIATION, LIMITED, registered in the name of HOW-CHONG (厚昌) has been declared to be LOST.

This is to Give Notice that if the above-mentioned Certificate is not presented at this Office within One Month from Date, a New Certificate will be issued in place thereof.

By Order of the Board of Directors.

W. S. JACKSON,
Secretary.

Hongkong, 8th February, 1909. [296]

TO LET

13th January, 1909. [206]

GREEN ISLAND CEMENT CO. LTD.

LOST SHARE CERTIFICATE.

No. 4782-157229/157236-8 Shares in name of ETHEL NEWTON THRE.

Apply to—

DENNYS & BOWLEY,
Hongkong, 28th January, 1909. [219]

TO LET—FURNISHED.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months.

Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—

Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central.

Hongkong, 20th January, 1909. [213]

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held this Day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation; on and after TUESDAY, the 9th February, 1909.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

W. E. CLARKE,
Secretary.

Hongkong, 9th February, 1909. [305]

INTIMATIONS

NOTICE.

In the Goods of CHARLES JOHN FARROW, deceased, ALL CLAIMS against the estate of the late Mr. C. J. FARROW should be forwarded to the Undersigned at H.B.M. Consulate, Amoy, before March 15th, 1909.

By Order of the Board of Directors.

LANCELOT GILES,
Official Administrator.

Amoy, 5th February, 1909. [292]

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the Hongkong Hotel on SATURDAY, 13th February, 1909, at 8 o'clock P.M.

Devonians wishing to attend are requested to send in their Names to

M. S. NORTHCOTE,
Hon. Secretary.

Hongkong, 3rd February, 1909. [274]

\$40,000 TO LEND.

ON Mortgage of Good Landed Property.

Apply to—

J. M. XAVIER,
Care of Messrs. Goldring, Barlow & Morrell.

Hongkong, 8th February, 1909. [298]

CATHEDRAL CHOIR

CONCERT

TO-MORROW (FRIDAY),

FEBRUARY 12TH.

Hongkong, 10th February, 1909. [306]

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

NOTICE.

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD. Hereby Give Notice that under Section 7 of Ordinance, No 10, of 1902, they intend to apply to His Excellency the Governor in Council for permission to construct and maintain a loop 112 yards in length—commencing at the junction of Connaught Road West and Des Voeux Road West, thence proceeding along Connaught Road West in an Easterly direction to Hill Road, thence in a Southerly direction along Hill Road West to Des Voeux Road West and terminating in Des Voeux Road West at a point near the South West corner of Marine Lot No. 239, the whole being so arranged as to facilitate the transfer of the Cars from the West-bound line to the East-bound line without proceeding to the existing terminal loop at Kennedy Town.

J. GRAY SCOTT,

General Manager.

Hongkong, 8th February, 1909. [297]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1909.

TUESDAY, WEDNESDAY, THURSDAY AND SATURDAY (OFF-DAY).

16th, 17th, 18th AND 20th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD, at the Gate. Price 5/- for the Meeting (excluding the Off-Day), or 3/- per day. Tickets for the Off-Day, 2/-.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1909. [293]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of

the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 16th, 17th, 18th and 20th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

AUCTIONS

PUBLIC AUCTION.

THE SECOND SALE OF THE STOCK-IN-TRADE
OF MADAME JAYS, LIMITED,
Will take place
TO-DAY (THURSDAY) and
TO-MORROW (FRIDAY),
the 11th and 12th February, 1909, commencing
each day at 10.30 A.M. at their Premises,
Des Vœux Road.
The Sale will include AFTERNOON and
EVENING GOWNS and ROBES and a
Selection of TRIMMED HATS
Terms—Cash on delivery.
On View from WEDNESDAY, the 10th
February, 1909.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 10th February, 1909. [307]

PUBLIC AUCTION.

THE Undersigned have received instructions
from F. SCHWARZKOPF, Esq., to Sell by
Public Auction,

TO-DAY (THURSDAY),
the 11th February, 1909, at 11 A.M. at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,

SUNDAY

VALUABLE HOUSEHOLD FURNITURE,
Comprising—

Silk Tapestry-Covered DRAWING ROOM SUITE, TEAKWOOD OVERTABLES with BEVELLED GLASS MARBLE-TOP SIDEBOARD with GLASS DINNER WAGGONS, GLASS, CROCKERY and E.P. WARE, ENGRAVINGS, WATER COLOURS and OIL PAINTINGS, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, AMERICAN BEDSTEAD and BEDDING, TEAKWOOD BOOKCASES, AMERICAN ROLL-TOP DESK, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED DINING ROOM SUITE, a variety of CANTON BLACKWOOD WARE, HEATING STOVES, FLOWER STANDS, &c., &c.

Catalogues will be issued.

Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th February, 1909. [304]

(By ORDER OF THE MORTGAGEE)
PARTICULARS OF SALE OF
VALUABLE LEASEHOLD PROPERTY
To be Sold

by

PUBLIC AUCTION,
On MONDAY,

the 15th day of February, 1909, at 12 o'clock
Noon, by Mr. GEO. P. LAMMERT,
Auctioneer.

For further particulars and Conditions of
Sale apply to

Messrs. DALMADA & SMITH,
Solicitors for the Vendor

or to

Mr. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 4th February, 1909. [283]

WANTED.

FROM the First of May, A FOUR-ROOMED HOUSE in Wyndham St., or vicinity with back verandah commanding view of the harbour. Apply Stating full Particulars to Box 333,
Care of Daily Press Office,
Hongkong, 9th February, 1909. [303]

THE DAIRY FARM COMPANY, LTD.

FINE FRESH AUSTRALIAN BUTTER.

Sold in 1/2 lb. pax to suit convenience of
Customers.
Hongkong, 2nd February, 1909. [269]

SUTTON'S SEEDS.

Special Selections for South China.
CHINA EXPRESS CO.

3, Duddell Street, Hongkong,
Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Stores. Keepers and Ship-handlers. Nos. 35 & 37 HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. [660]

A BOON TO HONG-KONG LADIES!
CHEFOO HAND-MADE LACES.

A NEW AND VARIED ASSORTMENT IN ALL FANCIFUL DESIGNS OFFERED AT 20 PER CENT. DISCOUNT OFF MARKED PRICES.
Call and inspect our display.

HOOSAIN-ALI & CO.,
No. 14, Queen's Road Central.
Hongkong, 18th January, 1909. [41]

GRACA & CO.,

(Established 1896.)
No. 27, Des Vœux Road.

Dealers in POSTAGE STAMPS and all Philatelic Goods. Pictorial Post Cards. Birthday Cards.

MANILA CIGARS AND CIGARETTES
Albums, Novels,
Tweezers, Hinges, Lenses, Flower Seeds, etc., etc., etc.

Inspection solicited.

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SHIPPING.

ARRIVALS.

ALDENHAM, British str., 3,808, George, 9th Feb. — Australia 9th Jan., General — Gibb, Livingston & Co.
BENGLOE, British str., 1,923, Wm. A. Guy, 9th February — London via Ports 20th Dec. General — Gibb, Livingston & Co.
CHIYUEN, Chinese str., 1,177, C. Stewart, 9th Feb. — Shanghai 5th February, General — Chinese.
CLARA JENSEN, Ger. str., 1,112, J. Dendison, 10th Feb. — Suez 4th February, Rice — Jardine, Matheson & Co.
HAINMUN, British str., 635, J. W. Evans, 10th February — Swatow 9th February, General — Douglas, Lapraik & Co.
HIKOSAN MARU, Japanese str., 2,312, Fukushima, 10th Feb. — Kitashinoh 4th Feb., Coal — Mitsui-Bunko Kaisha.
HINSANO, British str., 1,536, Smith, 10th Feb. — Hongkong 7th February, Coal — Bradley & Co.
HUCHOW, British str., 1,217, E. Forsyth, 9th February — Samarang 1st Feb., Sugar — Butterfield & Swire.
ISCHIA, Italian str., 2,481, Borsito, 9th Feb. — Singapore 1st Feb., General — Carlowitz & Co.
LIANGCHOW, British str., 10th Feb. — Canton, Ningpo, British str., 1,228, E. Richards, 10th Feb. — Chefoo 1st Feb., General — Butterfield & Swire.
YASON, British str., 4,800, T. G. Stewes, 10th Feb. — Liverpool 27th Dec. and Singapore 4th Feb., General — Butterfield & Swire.
YUENANG, British str., 1,128, P. H. Rolfe, 9th February — Manila 7th Feb., General — Jardine, Matheson & Co.
ZAFIRO, British str., 1,629, R. Rodger, 10th February — Manila 7th February, General — Shawan, Tones & Co.
ZWEENA, British str., 941, A. Ramsay, 10th Feb. — Sourabaya 29th January, Sugar — Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
10th February.
Aldenham, British str., for Kobe.
Choshun Maru, Japanese str., for Swatow.
Hainmum, British str., for Swatow.
Hinsano, British str., for Canton.
Hong Wan I, British str., for Amoy.
Kittsberg, German str., for Hoilow.
Mitsukawa Maru, Japanese str., for Singapore.
Ningpo, British str., for Canton.
Shinko Maru, Japanese str., for Takao.

DEPARTURES.

10th February.
CHIYUEN, Chinese str., for Canton.
CHOWEA, German str., for Hongkong.
DEUCALION, British str., for London.
LUTZOW, German str., for Europe, &c.
NYANZA, British str., for London.
SHAOHSING, British str., for Amoy.
WAKAMATSU MARU, Jap. str., for Wakamatsu.

SHIPPING REPORTS.

The British str. *Yason* reports: Strong N.E. monsoon, rough sea, misty rain on Ampan.

The British str. *Hinsano* reports: Strong N.E. Easterly wind and heavy N.Easterly set with overcast hazy weather throughout.

VESSELS IN DOCK.

February 10th.
ABERDEEN DOCK — Buijin Maru.
KOWLOON DOCK — H.M.S. *Whiting*, *Tarlac*, *Tashio*, *H.M.S. Flora*, *Minae* of *Batan*.
COSMOPOLITAN DOCK — *Glenogle*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to POET SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA," Captain Belito, will be despatched as above TO-MORROW, the 12th inst., at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents, Hongkong, 3rd February, 1909. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"HEADLEY," will be despatched for the above Ports TO-MORROW, the 12th February, 1909.

For Freight, apply to
ARNHOLD, KARBERG & CO., Agents, Hongkong, 15th January, 1909. [198]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BRITANNIA," Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th February, at NOON, taking passengers and cargo, for the above ports in connection with the Company's s.s. "MOONTAN" 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "EGYPT" due in London on the 2nd April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 8th February, 1909. [1]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION

VESSEL'S NAME

FLAG & CO.

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

LONDON &c. VIA USUAL PORTS OF CALL...	BRITANNIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	W. F. Crossley, E.N.D.	P. & O. S. N. Co.	About 24th inst.
BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Hanso	HAMBURG-AMERIKA LINER	25th inst.
HAVEE & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINER	5th March.
HARVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Babel	HAMBURG-AMERIKA LINER	28th inst.
MARSEILLES, &c. VIA PORTS OF CALL	SAXONIA	Ger. str.	k. w.	Broe	MESSAGERIES MARITIMES	6th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIEN	Fr. str.	—	E. Horina	NIPPON YUSEN KAISHA	16th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	—	—	—	17th inst., at D'light
MARSEILLES, HAMBURG VIA STRAITS, &c.	YEDDO	Dan. str.	—	—	—	20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTGOMERYSHIRE	Brit. str.	—	Habel	MELCHERS & CO.	About 23rd inst.
MARSEILLES, LONDON & ANTWERP	CONSTANTIA	Jap. str.	k. w.	JARDINE, MATHERSON & CO. LTD.	HAMBURG-AMERIKA LINER	28th inst.
MARSEILLES, LONDON & ANTWERP	AWA MARU	Jap. str.	—	A. Keith	DODWELL & CO., LTD.	3rd Mar.
MARSEILLES, LONDON & ANTWERP	MACEDONIA	Brit. str.	—	C. D. Bennett, E.N.D.	NIPPON YUSEN KAISHA	20th March.
MARSEILLES, LONDON & ANTWERP	ATSUTA MARU	Jap. str.	—	W. Thompson	P. & O. S. N. Co.	About 7th April.
MARSEILLES, LONDON & ANTWERP	P. R. LUITPOLD	Ger. str.	—	H. Kirchner	MELCHERS & CO.	24th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	PRINCESS ALICE	Ger. str.	—	P. Grosch	ALMORIUS & CO.	10th March.
MARSEILLES, LONDON & ANTWERP	SILESIA	Aus. str.	—	—	SANDER, WIELER & CO.	25th inst.
MARSEILLES, LONDON & ANTWERP	SURUGA	Brit. str.	—	—	DODWELL & CO. LTD.	23rd inst.
MARSEILLES, LONDON & ANTWERP	HEADLEY	Brit. str.	—	—	ARNHOLD, KARBERG & CO.	To-morrow, at 7 A.M.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit. str.	—	W. Shotton	CANADIAN PACIFIC R. CO.	2nd Mar.
MARSEILLES, LONDON & ANTWERP	MONTAGUE	Brit. str.	—	S. J. G. Parson	NIPPON YUSEN KAISHA	19th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	SEVERIC	Brit. str.	—	G. S. Lepak	NIPPON YUSEN KAISHA	2nd Mar., at Noon.
MARSEILLES, LONDON & ANTWERP	ISO MARU	Jap. str.	—	J. Mineson	MELCHERS & CO.	25th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	KAGA MARU	Jap. str.	—	T. Sekine	ALMORIUS & CO.	18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	TAIWAN	Jap. str.	—	N. Yagi	BUTTERFIELD & SWIRE	26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	19th Mar., at Noon.
MARSEILLES, LONDON & ANTWERP	KOBE	Brit. str.	—	C. J. Bontor, E.N.D.	P. & O. S. N. Co.	8th April, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	R. Swain	NIPPON YUSEN KAISHA	17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SHIHO	Dan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	A. A. Campbell	JARDINE, MATHERSON & CO. LTD.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	F. Wheeler	—	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	Malchow	HAMBURG-AMERIKA LINER	13th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	C. R. Longden, E.N.D.	ABOUT 13TH INST.	
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	P. Grosch	MELCHERS & CO.	13th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	—	MESSAGERIES MARITIMES	ABOUT 15TH INST.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	TO-DAY, at 8 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	S. H. Bolson	DAVID BACON & CO. LTD.	18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	B. W. H. Snow	P. & O. S. N. CO.	19th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	Kotzai	NIPPON YUSEN KAISHA	25th inst.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	A. Mocker	JARDINE, MATHERSON & CO. LTD.	2nd Mar., at 8 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	Bradley	—	17th inst., at 8 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	24th inst., at 9 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	Pand...	—	Quick despatch.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	J. W. Evans	DOUGLAS LARAIN & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	13th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	16th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	TO-MORROW, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	Beginning of March.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—	—	—	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	CHONGMING	Brit. str.	—</td			

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, PALAWAN, MOJI, KOBE AND YOKOHAMA	Capt. C. E. Longden, R.N.R.	About 13th Febr.	Freight and Passage.
COKE	Capt. C. J. Benton, R.N.E.	About 17th Febr.	Freight only.
SHANGHAI	Capt. B. W. H. Snow	About 19th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Capt. S. Barcham	Noon, 20th Febr.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. W. F. Crossley, R.N.E.	About 24th Febr.	Freight and Passage.
MALTA	Capt. W. F. Crossley, R.N.E.	About 24th Febr.	Freight and Passage.
SAID AND MARSEILLES			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th February, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHENAN	On 11th Febr., 4 P.M.
ILIOILO	LIANGCHOW	On 11th Febr., 4 P.M.
PAKHOI and HAIPHONG	SINGAN	On 12th Febr., 10 A.M.
CEBU and ILOILO	SUNGKLIANG	On 12th Febr., 4 P.M.
HAIPHONG	CHIHLI	On 13th Febr., 10 A.M.
MANILA	TAMING	On 16th Febr., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNS, VILLE BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	TEAN	On 23rd Febr., 3 P.M.
MANILA ZAMBOANGA and AUSTRALIA	CHANGSHA	On 8th April, 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS		have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
SHANGHAI STEAMERS		have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage apply to	BUTTERFIELD & SWIRE, AGENTS.	
Hongkong, 11th February, 1909.		11

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Thursday, 11th Febr., Noon.
SHANGHAI	WOSANG	Friday, 12th Febr., Noon.
SHANGHAI	KWONGSANG	Friday, 12th Febr., 4 P.M.
MANILA	YUENSANG	Friday, 12th Febr., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Monday, 15th Febr., Noon.
MANILA	LOONGSANG	Friday, 19th Febr., 4 P.M.
SH'AI, YOKOHAMA, KOBE & MOJI	KUTSANG	Tuesday, 2nd March, Noon.
RETURN TOURS TO JAPAN.		OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.		
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.		
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.		
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., HONGKONG, 10th February, 1909.		16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAIMUN	SWATOW	THURSDAY, 11th Febr., at Noon.
HAIMUN	SWATOW, AMOY & FOOCHOW	FRIDAY, 12th Febr., at Noon.
Capt. A. E. Hodgins		
FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).		
For Freight and Passage, apply to	DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.	
Hongkong, 10th February, 1909.		10

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

HONGKONG, 10th February, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S. LEAVING

HONGKONG VIA SWATOW, "CHOSHUN MARU" THURSDAY, 11th Febr., at 8 A.M.

TAMSUI VIA SWATOW "JOSHIN MARU" SUNDAY, 14th Febr., at 9 A.M.

ANPING VIA SWATOW "SHOSEN MARU" WED'DAY, 17th Febr., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships Unrivalled.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th February, 1909.

T. ARIMA, Manager.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 13th Febr., Noon.
RUBI	2540	R. W. Almond	Manila	On 20th Febr., Noon.

For Freight or Passage apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 8th February, 1909.

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POST OFFICE NOTICE

Correspondence for **EUROPE, VIA SIBERIA** is forwarded from HONGKONG by all vessels sailing for **SHANGHAI**.

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

19th February	7.45 a.m.
20th February	at 8.10 a.m.
21st February	at 7.45 a.m.
5th March	at 7.45 a.m.
19th March	at 11.45 a.m.
18th March	at 8.15 p.m.

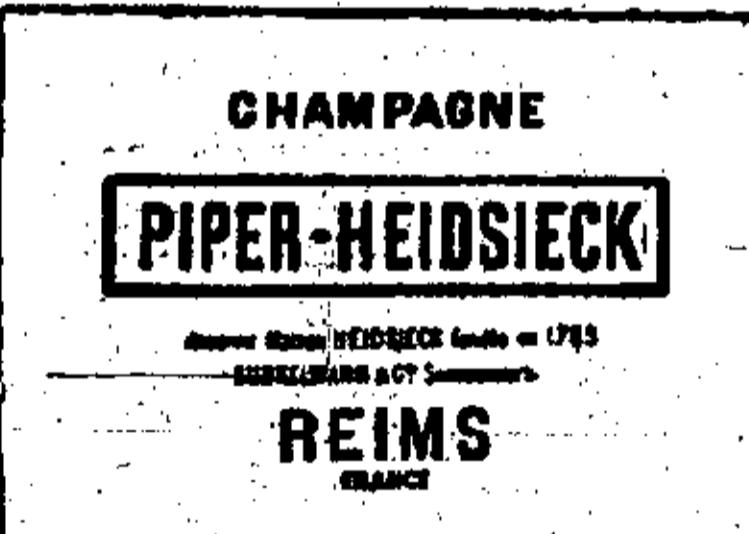
The *Princess Alice*, with the German mail of the 16th January, left Singapore on Monday, the 8th inst., at 8 a.m., and may be expected here to-morrow, at 4 p.m.

The *Torrens*, with the French mail of the 15th January, left Singapore on Monday, the 8th instant, at 5.30 p.m., and may be expected here on or about Monday, the 15th instant. This vessel brings replies to letters dispatched from Hongkong on the 12th December.

For P.M.R. and from All Wine Merchants.

FOR	PER	DATE
Swatow		
Singapore, Penang and Calcutta		
Macao		
Shanghai		
Tsingtao, Chefoo and Vladivostock		
Nagasaki, Kobe and Yokohama		
Kuchinotzu		
Amoy and Straits		
Pahoi and Haiphong		
Shanghai		
Swatow, Amoy and Foochow		
Bangkok		
Macao		
Shanghai		
Manila and Iloilo		
Calcutta		
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		
(Supplementary mail will be closed on board at 6.30 a.m., extra fee 10 cents)		
Haiphong		
Angar, Koror, Yap, Saipan, Lanauituk, Trin, Ponape, Krasia, Jelut, Bataran, Tarawa, Ocean, Island, Nauru, Simpson, Haven, Sydney, Hobart, Launceston, New Zealand and Dunedin		
Tali, Choofoo and Vladivostock		
Manila, Batavia, Samarang, Soerabaya and Macassar		
Macao		
Moji, Kobe, Yokohama, Victoria, Seattle & Tacoma		
Singapore, Penang and Calcutta		
Calcutta and Batavia		
Singapore, Penang and Bombay		
Calcutta, Penang and Bombay		
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail)		
Extra Postage 10 cents)		
Yokohama, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle		
Tokio, 16th, 10.00 a.m.		

FOR THE RACES



SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

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TO-DAY.

Sale, Stock-in-Trade, Madame Jays, Limited, 1st. Geo. P. Lemmert, 10.30 a.m.

ale, Valuable Household Furniture, Sales

Rooms, Messrs. Hughes & Hough, 11 a.m.

PASSENGERS.

Arrived.

Per Bengt, from London, &c., Dr. and Mrs. Doran and Mr. J. Grant.

Per Harrison, from Swatow, Misses G. Pearce, C. Burke and Hill, Messrs. W. M. Kamaroff, E. C. Hill, O. Müller and A. D. Ross.

Per Yuenlong, from Manila, Mrs. S. W. Allen and baby, Messrs. Q. Goossy, C. S. Adell, R. Gullofton, N. Peterson, A. McSparran, C. Jones, P. Agnada, S. H. Scapira, P. Pester, C. Bradley, G. Crickin, C. F. Nelson, W. B. Dempster and E. J. Cavanagh.

Per Alderson, from Australia, &c., Mr. and Mrs. E. Hanson, Mr. and Mrs. Creve Reid, Mr. and Mrs. Galey, Major and Mrs. Ray, Mrs. Gant, Mrs. Muster, Misses Harrison, Sure, Norman and Jalland, Messrs. J. Corbett, Haynor, Heapes, Richards, Wm. Kirole, Willkie and Fancus.

Per Zafiro, from Manila, Mr. and Mrs. G. Moffatt, Mr. and Mrs. F. A. Ennis, Mrs. E. F. Johnston, Mrs. P. S. Burdett, Mrs. R. W. Prus, Miss J. Lovett, Llomont, T. G. Whyte, Byrne, Crookenden, G. H. B. Foster, H. D. Anderson, H. M. Leymann, H. W. Green, H. G. Bagnall, E. J. Haughton, Col. Cheshire, Com. Campbell, Captain G. T. Brierley, H. H. Findlay, H. C. Baird, C. Greenaway, J. Dwyer and Beasley, Dr. A. B. Talbot, Master Lee, C. N. Guerton, T. McGregor, T. W. Graft, A. Ramsay, F. Hicks, R. Sherwood, F. Peole, H. C. Waite, S. H. Luck, J. Stanif, M. Oncapin and V. Beyantu.

DEPARTED.

For Luetzow, for Bremen, &c., Mr. and Mrs. Bors, Mr. and Mrs. John M. Clark, Mr. and Mrs. Fulton, Mr. and Mrs. F. W. Howard, Mr. and Mrs. Generalist Hocken, Mr. and Mrs. J. J. Kuan, child and amah, Mr. and Mrs. Koerner, Mr. and Mrs. Lick, Mr. and Mrs. Baron de Lyck, Mr. and Mrs. Loelein, Mr. and Mrs. E. Mirov, and son, Mr. and Mrs. G. Pernival, Mr. and Mrs. T. D. Rous, Mr. and Mrs. P. Q. Rothrock, Mr. and Mrs. James F. Tracy, Mr. and Mrs. Whitton, Mr. and Miss Layton, Mrs. F. Deane, Mrs. Ernestine, Mrs. McGuffie, child and amah, Mrs. N. G. Maidland, children and servant, Mrs. Gordon Macdonald, Mrs. Necke, Mrs. C. Paget, Mrs. R. E. Misses Donnelly, Dumb, Emma Gauverly, Florence

Harrison, M. C. Leebian and M. Sells, Rev. Achorn and family, Rev. Gottsche and family, Rev. D. R. McKeanie and family, Doctors J. Albert Beam, Hoffmeyer, Hämmerer, E. A. Keen and family, and T. M. W., Mrs. Maji, Coppin and family, Messrs. O. G. Bonet, T. Berwick, Behrens and family, F. J. de Bruyn, Corper, Louis Duebli, Dutertre, J. W. van Daelen and family, C. K. Edmunds, Oberstl. v. Etzel, H. Fabig, G. E. Green, M. Haimovich, Hutchinson, E. H. Hartnett, Bushnell Hart and family, Ad. Hoefer, K. S. Hewett, Leslie Hallward, Conzul Hohit, Th. Hardt, L. Hill, A. Kahn, Kluck, A. Kettlinger, M. Levy, Rob. Lange, Colin E. Macdonald, McMahon, Niescher, H. Cudliffe Owen, O. M. Pool, E. K. Pagh, Dir. Prinzhorn, Seine Hohet der Rajah von Padukotai, E. V. Rien, Ratke, V. R. Dural Rajah, E. W. Sals, L. E. Slade, W. B. O. Stewart, O. Stern, Carl Vieweg, S. Weil, G. Tocner, Woxford and Wirtz.

HONGKONG TIDE TABLE.

From February 11th to 17th, 1909.

High Water.

Low Water.

High Water.

Low Water.